

## BOARD FOR BRANCH PILOTS MEETING

### MINUTES

The Virginia Board for Branch Pilots met on Wednesday, February 5, 2003, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present

Captain Robert H Callis, III  
Bruce R Cherry  
Captain J William Cofer  
Captain Milton B Edmunds  
Captain W Hugh McCrory, Jr  
Meade G Stone, Jr

Robert T Hasler, Jr , Judge Edgar A Massenburg, and P Warren Spratley, Jr , were not present at the meeting

Staff present for the meeting were

Louise Fontaine Ware, Director  
Mark N Courtney, Assistant Director  
Marian H Brooks, Regulatory Board Administrator

Richard B Zorn, Senior Assistant Attorney General, was present at the meeting

Finding a quorum of the Board present, Mr Cherry, Vice-President, Call to Order  
called the meeting to order at 9 34 a m

Captain Callis moved to approve the agenda as written Captain McCrory seconded the motion which was unanimously approved by Messrs and Captains Callis, Cherry, Cofer, Edmunds, McCrory, and Stone Approval of Agenda

Mr Stone moved to approve the minutes from the December 16, 2002, Board meeting as amended Captain McCrory seconded the motion which was unanimously approved by Messrs and Captains Callis, Cherry, Cofer, Edmunds, McCrory, and Stone Approval of Minutes

Captain Callis provided the Board with a report of the examinations conducted by the Examination Administrators on Tuesday, February 4, 2003 The following report was made Examination Administrators Report

Chadwick M Jamison

Mr Jamison has successfully completed his first two years of the Apprenticeship Program Mr Jamison answered several oral questions related to initial licensure The subjects included the duties of a branch pilot, port security, courses and distances from Cape Henry to Town Point, local traffic, proper vessel speed, anchoring techniques, anchoring positions in Newport News, Hampton Roads, and Lynnhaven, docking and undocking situations, license limitations, and master/pilot exchange of information Mr Jamison completed a rough sketch of Hampton Roads harbor, demonstrating spatial awareness of channel positions related to land masses Mr Jamison stood a good examination and was found to be qualified Captain Callis moved that Mr Jamison be granted a Limited Branch Pilot License with an Alpha classification (200 ship units and a maximum draft of 23 feet or 125 ship units and a maximum draft of 25 feet) Mr Stone seconded the motion which was unanimously approved by Messrs and Captains Callis, Cherry, Cofer, Edmunds, McCrory, and Stone

Mr Cherry congratulated Mr Jamison and his parents

#### Herbert R Green

Captain Green answered several questions related to the raise in grade The subjects included anchoring positions in Lynnhaven, Hampton Roads, and Newport News, proper scope of chain, docking techniques while dredging an anchor, emergency ship handling techniques, and port security Captain Green stood a good examination and was found to be qualified Captain Callis moved that Captain Green be raised from the Bravo classification (300 ship units and a maximum draft of 25 feet or 225 ship units and a maximum draft of 27 feet) to the Charlie classification (325 ship units and a maximum draft of 29 feet) Captain McCrory seconded the motion which was unanimously approved by Messrs and Captains Callis, Cherry, Cofer, Edmunds, McCrory, and Stone

#### Frank R Rabena

Captain Rabena has successfully completed his first three years of the apprenticeship program and has obtained a First Class federal pilot license Captain Rabena answered several questions related to the raise in grade The subjects included docking without tugboat assistance, anchoring positions in Hampton Roads and Lynnhaven, safe vessel speed, and port security Captain Rabena stood a good examination and was found to be qualified Captain Callis moved that Captain Rabena be raised from the Delta classification (400 ship units and a maximum draft of 31 feet) to the Echo classification (475 ship units and a maximum draft of 33

feet) Mr Stone seconded the motion which was unanimously approved by Messrs and Captains Callis, Cherry, Cofer, Edmunds, McCrory, and Stone

Gustave B Schill

Captain Schill answered several questions related to the raise in grade The subjects included anchoring positions in Hampton Roads and Lynnhaven, anchoring techniques, safe vessel speed, master/pilot exchange of information, emergency ship handling techniques and port security Captain Schill stood a good examination and was found to be qualified Captain Callis moved that Captain Schill be raised from the Echo classification (475 ship units and a maximum draft of 33 feet) to the Foxtrot classification (550 ship units and a maximum draft of 35 feet or 375 ship units and a maximum draft of 38 feet) Mr Stone seconded the motion which was unanimously approved by Messrs and Captains Callis, Cherry, Cofer, Edmunds, McCrory, and Stone

Charles I Boggs

Captain Boggs answered several questions related to the raise in grade The subjects included safe vessel speed, effects of wind on high profile containerships, master/pilot exchange of information, anchoring in Lynnhaven and Hampton Roads, and emergency ship handling techniques Captain Boggs stood a good examination and was found to be qualified Captain Callis moved that Captain Boggs be raised from the Foxtrot classification (550 ship units and a maximum draft of 35 feet or 375 ship units and a maximum draft of 38 feet) to the Golf classification (625 ship units and a maximum draft of 38 feet or 450 ship units and a maximum draft of 42 feet) Mr Stone seconded the motion which was unanimously approved by Messrs and Captains Callis, Cherry, Cofer, Edmunds, McCrory, and Stone

Kevin D Hartz

Captain Hartz answered several questions related to the raise in grade The subjects included safe vessel speed, effects of wind on high profile containerships, master/pilot exchange of information, anchoring in Lynnhaven and Hampton Roads, and emergency ship handling techniques Captain Hartz stood a good examination and was found to be qualified Captain Callis moved that Captain Hartz be raised from the Foxtrot classification (550 ship units and a maximum draft of 35 feet or 375 ship units and a maximum draft of 38 feet) to the Golf classification (625 ship units and a maximum draft of 38 feet or 450 ship units and a maximum

draft of 42 feet). Mr. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, McCrory, and Stone.

David H. Heath

Captain Heath was given an examination consisting of questions related to the extension of route upon the Potomac River. The subjects included courses and distances from Cape Henry to Alexandria, local traffic, tides and currents, safe vessel speed, effects of current, docking and undocking, and fatigue. Captain John Morgan, Jr., assisted the Examination Administrators in administering the examination. Captain Heath stood a good examination and was found to be qualified. Captain Callis moved that Captain Heath be granted an extension of route upon the Potomac River. Mr. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, McCrory, and Stone.

David B. Ware

Captain Ware was given an examination consisting of questions related to the extension of route upon the James River. The subjects included courses and distances from the James River bridge to the Deepwater Terminal, local traffic, tides and currents, safe vessel speed, effects of current, docking and undocking, and fatigue. Captain Ware stood a good examination and was found to be qualified. Captain Callis moved that Captain Ware be granted an extension of route upon the James River. Mr. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, McCrory, and Stone.

The Board reviewed a letter from Captain Wallace S. Harwood, III, dated December 30, 2002, regarding an incident involving the M/V HANJIN NAGOYA.

Captain Wallace S.  
Harwood, III -  
M/V HANJIN  
NAGOYA

On Thursday, December 26, 2002, Captain Harwood received orders to sail the M/V HANJIN NAGOYA from Portsmouth Marine Terminal (PMT) at 2130. The M/V HANJIN NAGOYA is a Panamax container ship with a fixed right hand propeller and is equipped with a bow thruster. The vessel's particulars are: 289.5 meter length; 32.2 meter beam; and 21.46 meter depth. Maximum draft upon sailing was 33'11" aft. The wind that evening was light and from the west with unlimited visibility. The tide was on the rise from a predicted low tide at 2045.

The M/V HANJIN NAGOYA was moored port side to at container berth

B There was a small container barge moored in berth A and the Sealand Terminal was empty. At approximately 2230, under the command of the docking master, all lines were let go. Two Moran tugs were in attendance. It was then determined by the docking master that it would be easier to enter the channel by maneuvering the vessel astern through the Sealand Terminal.

While attempting to back the vessel from PMT through the Sealand Terminal at dead slow astern, the vessel began to slow down, and then her sternway stopped in the channel south of Red Nun Buoy No. 2 inside the Sealand Terminal. From Captain Harwood's observation, the vessel was well within the marked channel boundary and was in what should have sufficient depth of water. The docking master then ordered the engine slow astern and then stopped. He then ordered the engine slow ahead. The vessel began to move ahead, freeing herself, and the docking master continued to maneuver the vessel through the PMT entrance channel into Port Norfolk Reach.

Once the vessel was in the main channel, the control of the vessel was turned over to Captain Harwood. The docking master then had the chief mate sound the after wing tanks. It was found that the levels in the tanks had not changed and there appeared to be no damage to the vessel.

Mr. Stone moved that the letter be filed and that the Board take no action as there appears to be no violation of the Board's rules, regulations, or statutes. Captain Callis seconded the motion which was unanimously approved by Messrs. and Captains Callis, Cherry, Cofer, Edmunds, McCrory, and Stone.

The Board reviewed a letter from Captain Gilbert R. Swink, III, dated February 3, 2003, regarding an incident involving the USNS GORDON.

Captain Gilbert R.  
Swink, III - USNS  
GORDON

On Friday, January 31, 2003, Captain Swink was ordered to the USNS GORDON, a 954' x 106' x 89' roll-on/roll-off containership of 24,020 dead weight tons, to move the vessel from Norfolk International Terminal (NIT) CB2 to sea. The hull number of the vessel is TAKR 296 and the international call sign is NAKL.

Captain Swink boarded at 0830 and the vessel got underway about 0920. Captain Warren Merritt, with Moran Towing, was the docking master. All equipment, including a 3000 horsepower bow thruster, had been tested and Captain Swink was told that it was fully operational. The captain of the vessel asked for an assist tug to escort USNS GORDON to Cape Henry but his superiors denied this request. The captain of the vessel and

Captain Swink determined that they could make the transit safely even though visibility was 25 miles, as the vessel had two operational radars, three engines, and the bow thruster

Captain Swink relieved Captain Merritt in the channel off NIT buoy 15, and proceeded on a slow bell (9 knots) past the Navy Operations Base. Everything appeared to be normal, so Captain Swink increased speed to half (14 knots). At Old Point Comfort, with a Navy escort boat, hull number 11, ahead of the USNS GORDON by about 25 miles, Captain Swink had the vessel increase speed to full ahead (16 knots). Lookouts had been posted the entire time, and fog signals were being sounded. When the vessel began to make the turn at buoy 19 to come from a course of 075 to 090 using a right 10-degree command, numerous bells, buzzers, and alarms sounded, and Captain Swink was told that there was a fire in the engine room. The center engine stopped and the pitch of the propeller went to neutral (0) causing a steering loss as the propeller blocked the flow of water across the single rudder. The USNS GORDON took a sheer to port, and Captain Swink ordered all stop on the outboard 2 engines, and then full astern on both outboard engines. Captain Swink alerted inbound traffic as to the situation, and had the starboard anchor readied for immediate use. The vessel stopped just east of Thimble Shoals buoy #18 with a heading of about 40 degrees without touching the buoy and/or going aground. To Captain Swink's knowledge there were no injuries. The USNS GORDON turned around under her own power with the use of the bow thruster, and proceeded to F1 anchorage at Sewell's Point to assess damages. Approximately 3 hours later, she got underway and went to sea.

Mr. Stone moved that the letter be filed and that the Board take no action as there appears to be no violation of the Board's rules, regulations, or statutes and that this incident did not need to be reported to the Board pursuant to 18 VAC 45-20-40 8 of the Board's regulations. Captain Cofer seconded the motion which was unanimously approved by Messrs. and Captains Callis, Cherry, Cofer, Edmunds, McCrory, and Stone.

Mr. Courtney notified the Board members that minutes will now be drafted for Informal Fact-Finding Conferences. The draft minutes will be disseminated to the Board members with the agenda packages for approval at the following meeting. In accordance with state law, these minutes will also be posted on the Department's website.

Update on Posting  
of Minutes for  
Informal Fact-  
Finding  
Conferences

Captain Cofer provided an update to House Bill 2131, which pertains to chemical testing.

Other Business

Captain Callis asked the Board whether staff should send a letter to all

limited branch pilots along with the current limits of Alpha through Hotel classifications of licensure After discussion, the Board concurred with Captain Callis' suggestion

Mr Courtney informed the Board members that the Department is currently conducting various board member training modules for the boards within the Department The Board members declined such training

Mr Courtney provided the Board members with copies of the Department's 2000-2002 biennial report After review, the Board members had several questions regarding information contained within the report Mr Courtney indicated that he would research their questions and report his findings to the Board members

Mr Courtney also provided the Board members with an article from the Washington Post dated December 31, 2002 The article addressed concerns that several freighters may be linked to al Qaeda, the terrorist organization involved with the September 11, 2001, attacks and led by Osama bin Laden

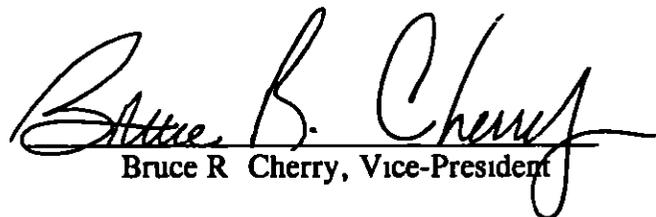
Mr Courtney reminded the Board members that due to examinations being conducted the morning of the next scheduled Board meeting, the next Board meeting scheduled for Monday, May 5, 2003, will begin at 10 00 a m

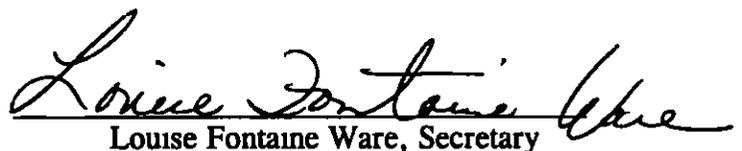
Conflict of Interest forms were completed by all members present

Conflict of Interest  
Forms

There being no further business, the meeting was adjourned at 10 22 a m

Adjourn

  
Bruce R. Cherry, Vice-President

  
Louise Fontaine Ware, Secretary

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Custodian of Records